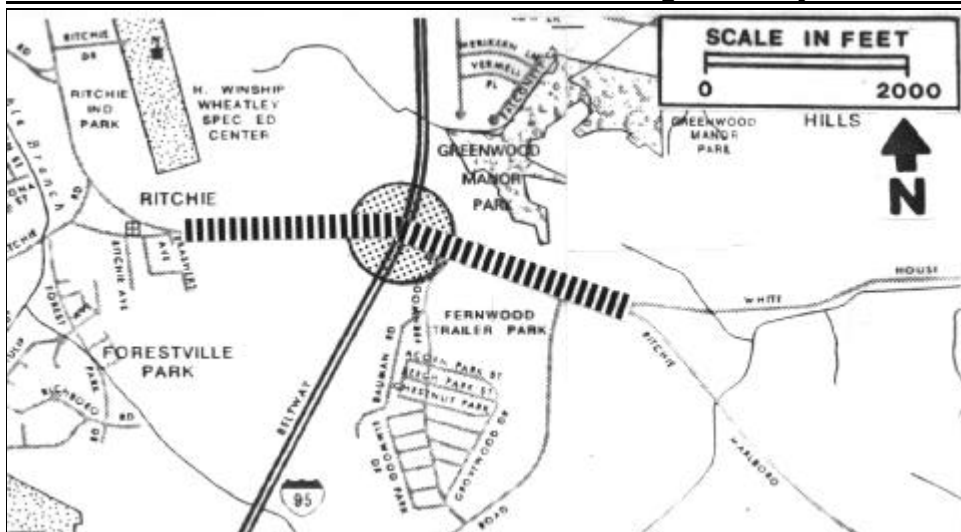


INTERSTATE CONSTRUCTION PROGRAM

PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Construct a new interchange at I-95 / I-495 (Capital Beltway) and Ritchie Marlboro Road.

JUSTIFICATION: This interchange will relieve capacity problems at the I-95 / I-495 interchanges with MD 214 and MD 4 and will improve access to planned economic development in the area.

SMART GROWTH STATUS:

- | | | | |
|-------------------------------------|--|--------------------------|---|
| <input type="checkbox"/> | Project Not Location Specific or Location Not Determined | <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> | Project Within PFA | <input type="checkbox"/> | Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> | Grandfathered | | |

ASSOCIATED IMPROVEMENTS:

ASSOCIATED IMPROVEMENTS: I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1597	4294	4829	1606	0	NHS/HPP

STATUS: Construction underway. Prince George's County participated in the cost of Final Engineering and funding construction improvements connecting County roads. SHA share only shown for Preliminary Engineering and Construction.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The construction phase was delayed from FY00 to FY01 due to additional time needed for right-of-way clearance.

<div> <div>POTENTIAL FUNDING SOURCE:</div> <div> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER </div> </div>										
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	907	907	0	0	0	0	0	0	0	0
Engineering	1,857	1,827	30	0	0	0	0	0	30	0
Right-of-way	7,281	4,244	2,742	295	0	0	0	0	3,037	0
Construction	14,105	0	1,827	4,914	5,526	1,838	0	0	14,105	0
Total	24,150	6,978	4,599	5,209	5,526	1,838	0	0	17,172	0
Federal-Aid	14,387	1,279	2,379	4,294	4,829	1,606	0	0	13,108	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

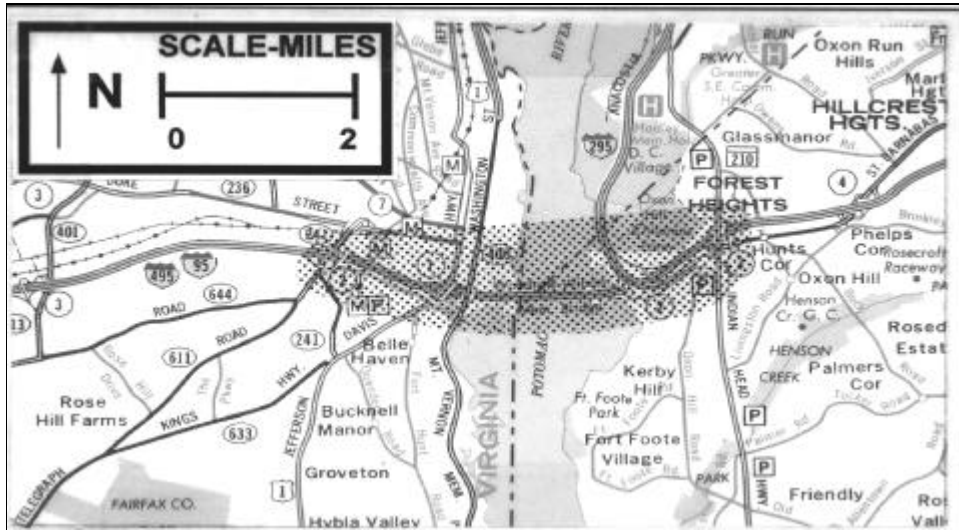
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 178,700

PROJECTED (2020) - 261,500

OPERATING COST IMPACT: \$3,500 per year



PROJECT: I-95 / I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to develop a replacement facility to address congestion and operational problems associated with the existing Woodrow Wilson Bridge. The limits of the study are from Telegraph Rd. in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge is nearing the end of its structural life and is currently operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-295 / I-495, National Harbor Access (Construction Program)

I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

MD 210, MD 228 to Capital Beltway (D&E Program)

STATUS: Final Engineering, Right-of-way and Construction underway. Funding shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$270.1 million is based on the entire bridge being advertised by Maryland. The total cost of the bridge is now included in the cash flow.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	7800	0	0	0	WWB
RW	0	0	0	0	0	WWB
CO	747148	84777	0	54894	20669	WWB

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	2,974	2,952	22	0	0	0	0	0	22	0
Engineering	45,100	17,167	13,330	11,020	3,583	0	0	0	27,933	0
Right-of-way	8,362	0	114	220	4,902	3,126	0	0	8,362	0
Construction	1,113,879	0	33,024	187,123	249,424	193,615	190,640	148,588	1,002,414	111,465
Total	1,170,315	20,119	46,490	198,363	257,909	196,741	190,640	148,588	1,038,731	111,465
Federal-Aid	970,843	19,089	44,757	179,574	210,075	141,779	138,217	132,372	846,774	104,980

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

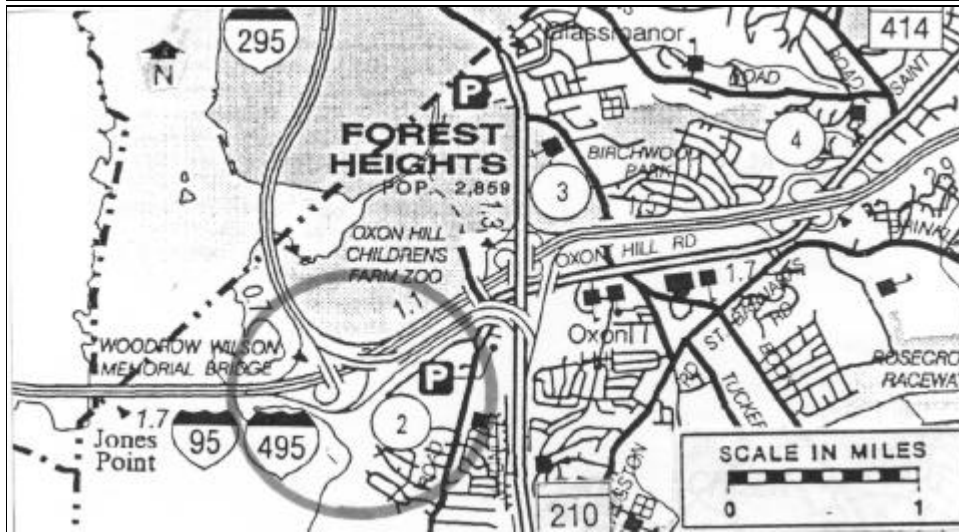
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 191,000

PROJECTED (2020) - 295,000

OPERATING COST IMPACT: \$700,000 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 3
INTERSTATE CONSTRUCTION PROGRAM


PROJECT: I-295 / I-495, National Harbor

DESCRIPTION: Construct on-site roads and other highway improvements.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's county.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95 / I-495 Woodrow Wilson Bridge Improvements (Construction Program)
 I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)
 MD 210, MD 228 to Capital Beltway (D&E Program)

STATUS: Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,800	0	300	2,505	2,290	1,705	0	0	6,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	49,024	0	0	2,800	11,500	10,200	13,236	11,288	49,024	0
Total	55,824	0	300	5,305	13,790	11,905	13,236	11,288	55,824	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

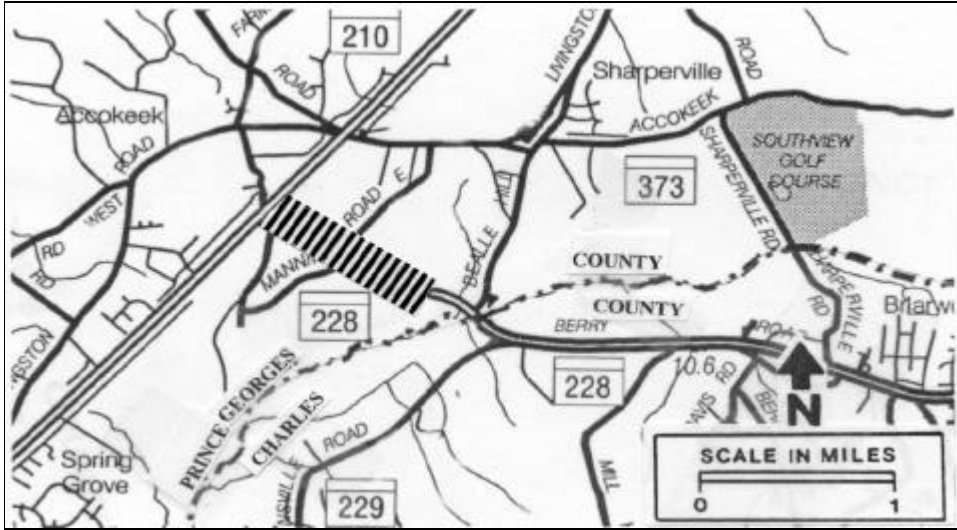
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 191,000

PROJECTED (2020) - 295,000

OPERATING COST IMPACT: \$3,900 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 4
PRIMARY CONSTRUCTION PROGRAM


PROJECT: MD 228, Berry Road

DESCRIPTION: Upgraded MD 228 to a 4 lane divided highway from MD 210 to west of Mattawoman Creek (3.10 miles). Bicycle access will be considered as part of this project.

JUSTIFICATION: MD 228 is a heavily traveled commuter route. Capacity improvements were needed to relieve existing congestion and to allow for the planned development along this corridor.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 210, MD 228 to I-95 / I-495 (D&E Program)
 US 301, South Corridor Transportation Study (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	368	368	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,545	2,602	943	0	0	0	0	0	943	0
Total	3,913	2,970	943	0	0	0	0	0	943	0
Federal-Aid	2,904	2,114	790	0	0	0	0	0	790	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

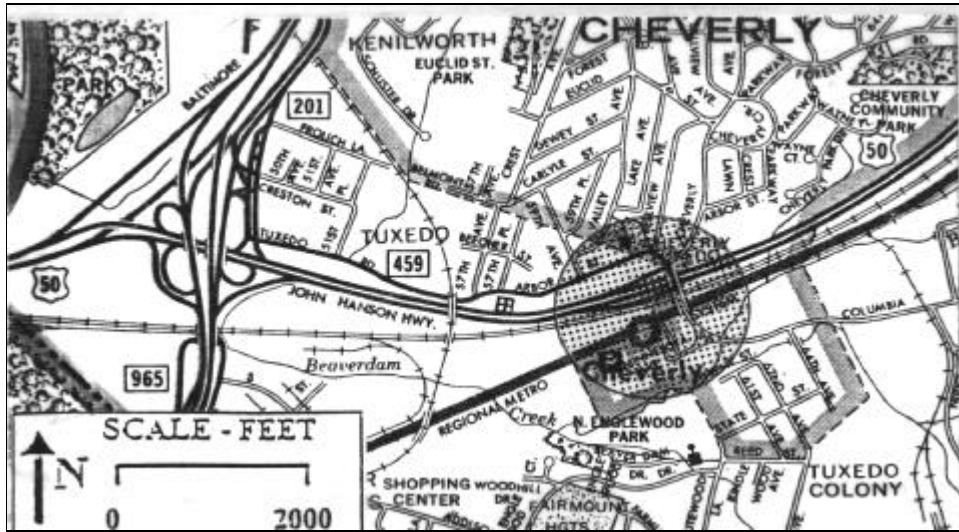
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 28,500

PROJECTED (2020) - 38,500

OPERATING COST IMPACT: \$7,700 per year



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construction of a ramp from northbound Columbia Park Road to eastbound US 50. This adds a movement not available at the existing US 50 / Columbia Park Road interchange. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will improve traffic operations while increasing accessibility to employment areas in the vicinity of the US 50 / Columbia Park Road interchange.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to East of I-95 / I-495 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1169	2608	1158	0	0	NHS/HPP

STATUS: Construction underway. This project includes replacement of a county bridge. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$1.0 million is based on a higher bid price.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	575	575	0	0	0	0	0	0	0	0
Engineering	291	291	0	0	0	0	0	0	0	0
Right-of-way	329	169	160	0	0	0	0	0	160	0
Construction	6,041	23	1,426	3,180	1,412	0	0	0	6,018	0
Total	7,236	1,058	1,586	3,180	1,412	0	0	0	6,178	0
Federal-Aid	5,817	757	1,294	2,608	1,158	0	0	0	5,060	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

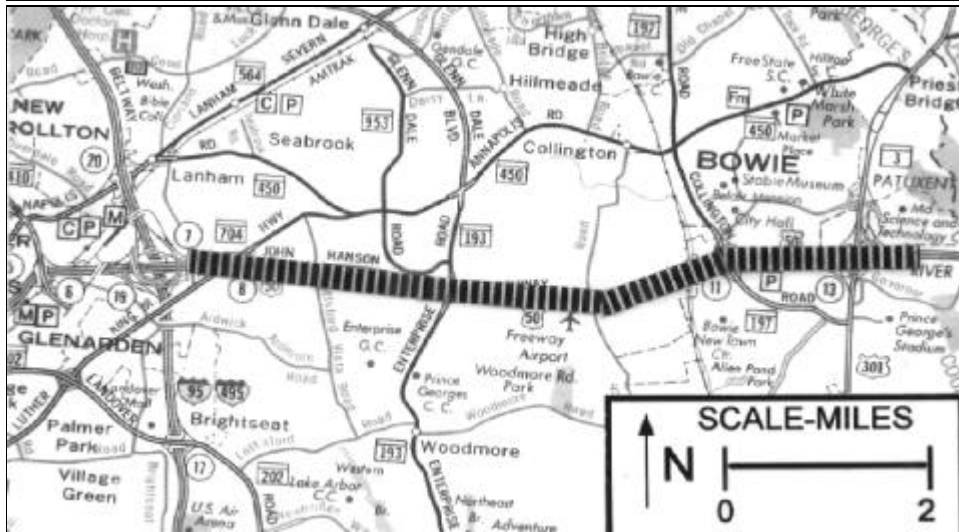
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 76,500

PROJECTED (2020) - 107,500

OPERATING COST IMPACT: \$1,200 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 6
PRIMARY CONSTRUCTION PROGRAM


PROJECT: US 50, John Hanson Highway

DESCRIPTION: Provide a high occupancy vehicle lane in each direction, from east of US 301 to east of I-95 / I-495. This project also includes extending the acceleration lane for the ramp connecting MD 197 southbound to US 50 westbound (8.2 miles).

JUSTIFICATION: The recent trend of rapid development in the Bowie area and Anne Arundel County has caused severe traffic congestion along this portion of US 50 during the morning and evening peak periods. High occupancy vehicle lanes will encourage carpooling, improve traffic mobility and enhance safety along this segment of US 50.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 450, Bell Station to Stonybrook Drive (Construction Program)
 MD 450, MD 193 to Bell Station Road (Construction Program)
 MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
 US 301, North of Mount Oak Road to US 50 (D&E Program)
 US 301, South Corridor Transportation Study (D&E program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of \$10.8 million is based on the addition of an 1.5 mile HOV enforcement area, which required additional overlays, drainage improvements and sound barriers.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4539	7573	6074	0	0	CMAQ

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	606	456	150	0	0	0	0	0	150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,315	0	5,819	9,709	7,787	0	0	0	23,315	0
Total	23,921	456	5,969	9,709	7,787	0	0	0	23,465	0
Federal-Aid	18,185	0	4,539	7,573	6,073	0	0	0	18,185	0

FUNCTION :

STATE - Urban Major Arterial

FEDERAL - Urban Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 104,000

PROJECTED (2020) - 133,900

OPERATING COST IMPACT: \$22,500 per year



PROJECT: Green Line Metro Extension Access Improvements

DESCRIPTION: Improve intersections along MD 5, Auth Road and MD 458 corridors. Widen southbound MD 5, from Suitland Parkway to north of MD 414 and MD 637. These improvements will provide access to the proposed Branch Avenue, Suitland, and Naylor Road Metro Stations. Sidewalks will be included as appropriate.

JUSTIFICATION: This project will provide improved access to the Metro Stations expected to open in 2001 and will also relieve congestion on MD 5, MD 458 and MD 637 during peak periods.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95 / I-495 (D&E Program)
 I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)
 I-95 / I-495, Branch Avenue Metro Station Access Study (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3982	0	0	0	0	CMAQ

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,204	2,204	0	0	0	0	0	0	0	0
Right-of-way	2,056	1,460	596	0	0	0	0	0	596	0
Construction	11,898	6,957	4,941	0	0	0	0	0	4,941	0
Total	16,158	10,621	5,537	0	0	0	0	0	5,537	0
Federal-Aid	10,640	6,272	4,368	0	0	0	0	0	4,368	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

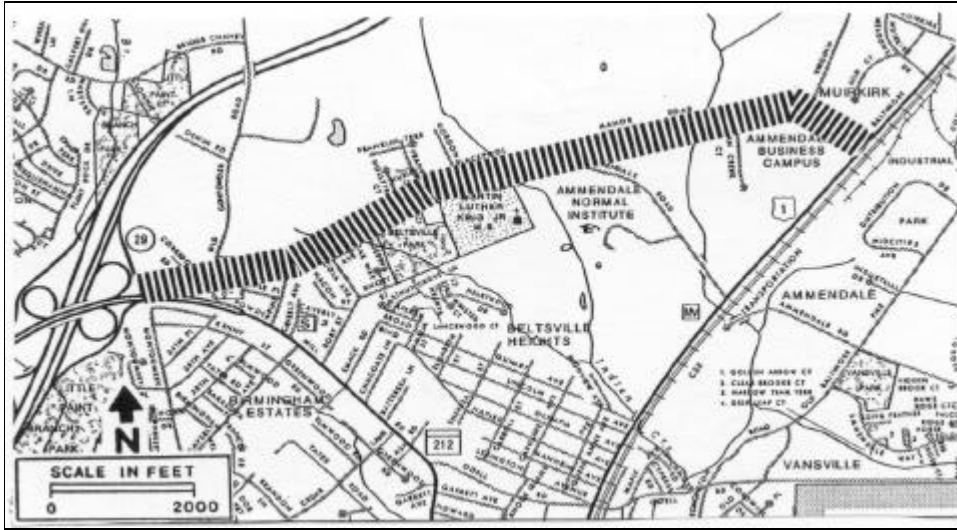
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 59,000 (MD 5)

PROJECTED (2020) - 105,000 (MD 5)

OPERATING COST IMPACT: \$5,000 per year



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County will construct a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.0 miles). When completed this road will become MD 212. Wide curb lanes will accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 201, Extended / US 1, I-95 / I-495 to MD 198 (D&E Program)

US 1, Interchange at MD 212 (D&E Program)

US 1, College Avenue to Sunnyside Avenue (D&E Program)

STATUS: Construction to begin during budget fiscal year by Prince George's County. Reimbursement to Prince George's County. Funding shown is SHA's share only. This project is dependent upon a road transfer of existing MD 212 to the county.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed from FY01 to FY02 due to change in project scope.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,000	0	0	5,860	3,140	0	0	0	9,000	0
Total	9,000	0	0	5,860	3,140	0	0	0	9,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 10,400

PROJECTED (2020) - 28,200

OPERATING COST IMPACT: \$10,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from east of Whitfield Chapel Road to Seabrook Road (0.95 miles). Wide outside lanes will accommodate bicycles. Sidewalks will be included as appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
 MD 450, MD 193 to Bell Station Road (Construction Program)
 MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Final Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of \$4.7 million is based on a reduction in utility relocations.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2730	3756	0	0	0	STP
CO	0	0	0	2832	5669	STP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,553	665	550	238	100	0	0	0	888	0
Right-of-way	8,790	90	3,500	5,200	0	0	0	0	8,700	0
Construction	10,899	0	0	0	0	3,631	5,449	1,819	10,899	0
Total	22,576	2,089	4,050	5,438	100	3,631	5,449	1,819	20,487	0
Federal-Aid	15,357	70	2,730	4,056	0	2,832	4,250	1,419	15,287	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

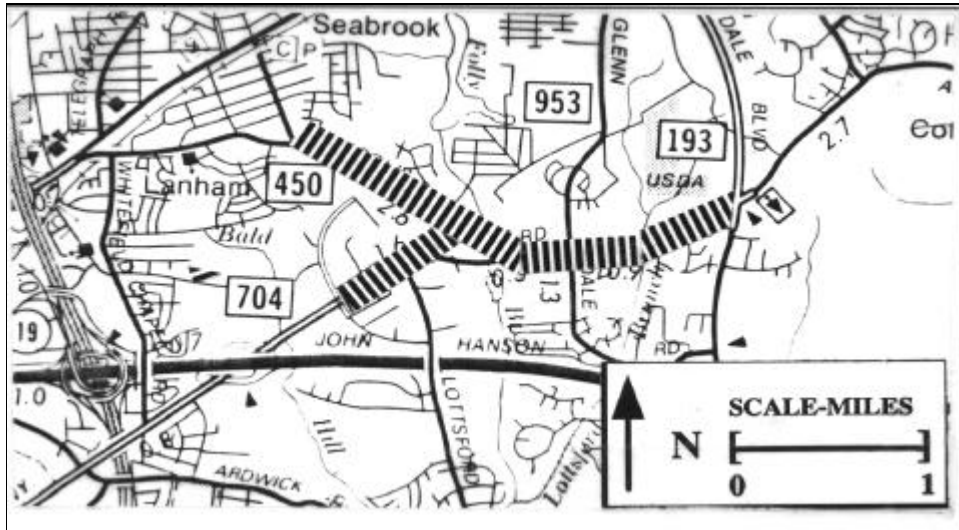
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 23,000

PROJECTED (2020) - 39,800

OPERATING COST IMPACT: \$5,000 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 10
SECONDARY CONSTRUCTION PROGRAM


PROJECT: MD 450, Annapolis Road

DESCRIPTION: Reconstruct to a 4-6 lane arterial from Seabrook Road to MD 193 (2.56 miles). This project also includes reconstruction of MD 704 from Lottsford Vista Road to MD 450 (0.45 miles). Hiker/biker trails will be included along MD 450 for the entire length of this project. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. The improvement will provide access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Bell Station Road (Construction Program)
 MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
 MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	541	0	0	0	0	NHS

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,933	5,933	0	0	0	0	0	0	0	0
Right-of-way	17,461	13,406	3,113	261	681	0	0	0	4,055	0
Construction	18,481	17,930	551	0	0	0	0	0	551	0
Total	41,875	37,269	3,664	261	681	0	0	0	4,606	0
Federal-Aid	37,603	33,256	3,612	204	531	0	0	0	4,347	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

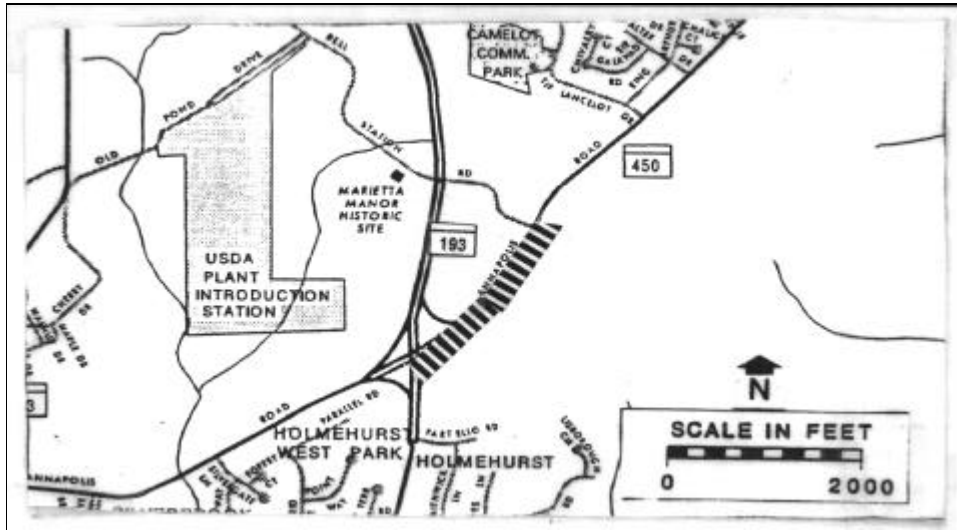
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 24,000

PROJECTED (2020) - 35,800

OPERATING COST IMPACT: \$10,700 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Reconstruct to a 6 lane arterial from MD 193 to Bell Station Road. Hiker/biker trails will be included along MD 450 for this project (0.4 miles). Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: Improvements are needed to accommodate high volumes of traffic and provide better access to developing areas of central Prince George's county.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
 MD 450, east of Whitfield Chapel Road to Seabrook Road (Construction Program)
 MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Right-of-way and utility relocations underway. Construction to be funded and undertaken by others.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,873	716	1,157	0	0	0	0	0	1,157	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,873	716	1,157	0	0	0	0	0	1,157	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

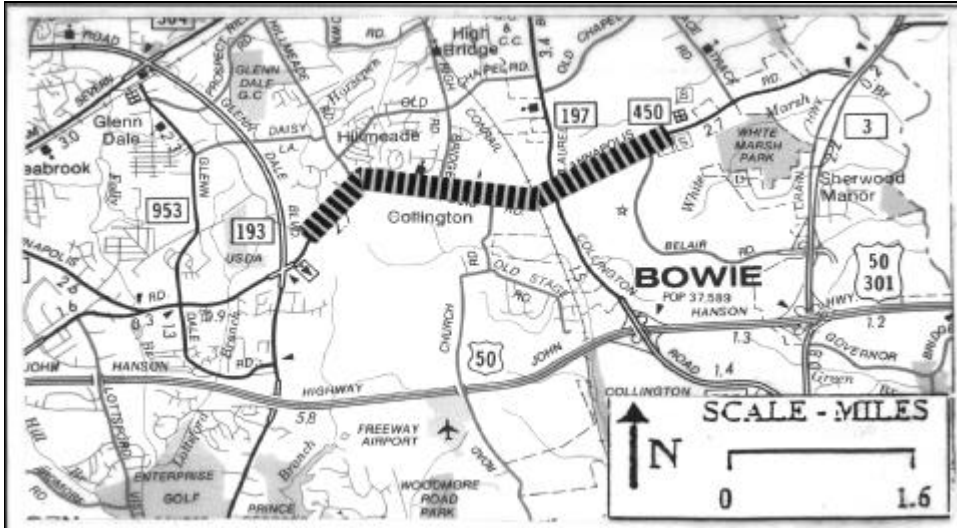
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 27,000

PROJECTED (2020) - 45,500

OPERATING COST IMPACT: \$2,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Bell Station Road to Stonybrook Drive (5.40 miles). Sidewalks / hiker / biker facility will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The improvements are needed to accommodate high volumes of traffic and to improve safety. The existing roadway has narrow shoulders and poor sight distance. The area surrounding MD 450 is a high growth area in Prince George's County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
 MD 450, MD 193 to Bell Station Road (Construction Program)
 MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)
 US 50, east of US 301 to east of I-95 / I-495 (Construction Program)

STATUS: Final Engineering and Right-of-way underway. Utility relocation to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2641	630	2729	0	0	STP
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,414	614	600	200	0	0	0	0	800	0
Right-of-way	14,712	19	8,286	2,908	3,499	0	0	0	14,693	0
Construction	39,582	0	0	3,616	12,088	13,989	9,889	0	39,582	0
Total	55,708	633	8,886	6,724	15,587	13,989	9,889	0	55,075	0
Federal-Aid	7,004	445	3,060	770	2,729	0	0	0	6,559	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

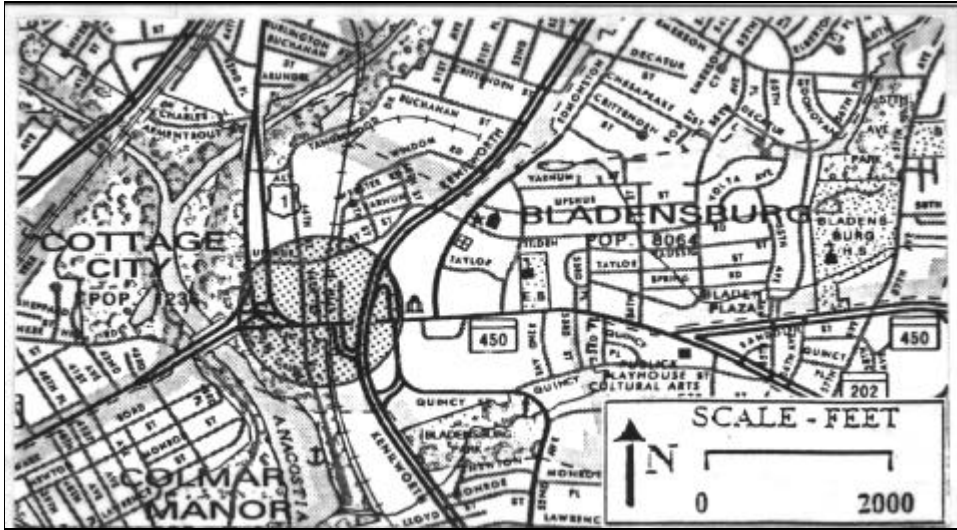
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 22,600

PROJECTED (2020) - 37,400

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross.

JUSTIFICATION: This project would improve safety and relief major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering underway. Right-of-way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	488	488	0	0	0	0	0	0	0	0
Engineering	2,000	174	1,438	388	0	0	0	0	1,826	0
Right-of-way	2,000	0	100	400	1,500	0	0	0	2,000	0
Construction	49,569	0	0	0	7,473	17,864	16,148	8,084	49,569	0
Total	54,057	662	1,538	788	8,973	17,864	16,148	8,084	53,395	0
Federal-Aid	342	342	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

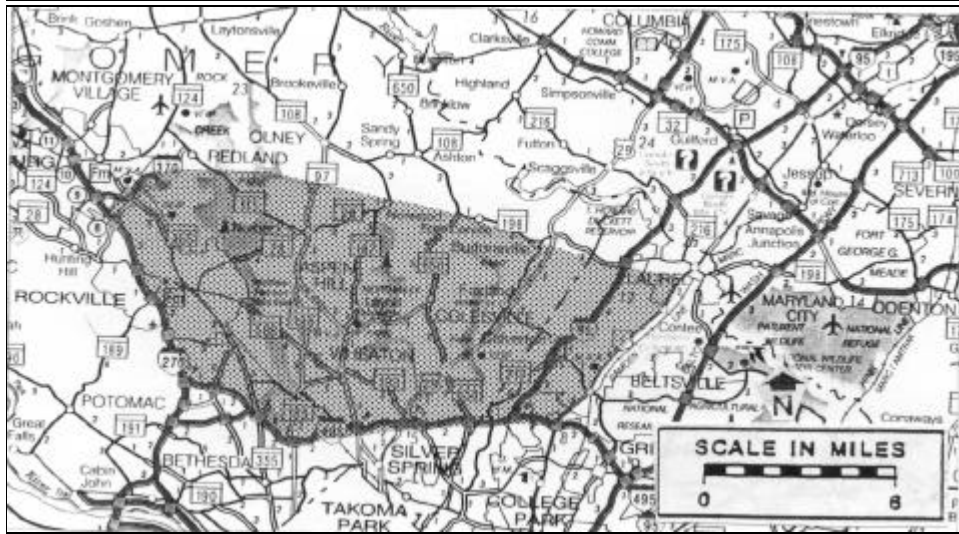
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 51,700

PROJECTED (2020) - 75,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 14
SECONDARY CONSTRUCTION PROGRAM


PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access will be considered.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Construction and D&E Programs)
 I-270, East & West Spur Interchanges (Construction Program)
 MD 115, MD 28 to MD 124 (Construction Program)
 East-West Link Improvements (D&E Program)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)
 MD 201 Extended/US 1 (Prince George's County - Construction Program)

STATUS: Final Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of \$4.6 million is based on refined project scopes and reduced right-of-way requirements.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	140	420	490	0	0	STP
RW	0	2394	0	0	0	STP
CO	9894	2989	0	14511	16782	STP/CMAQ

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	997	997	0	0	0	0	0	0	0	0
Engineering	10,011	4,808	1,924	1,815	1,319	145	0	0	5,203	0
Right-of-way	10,832	1,138	5,335	235	3,067	1,057	0	0	9,694	0
Construction	55,933	1,809	11,277	3,789	195	19,886	18,977	0	54,124	0
Total	77,773	8,752	18,536	5,839	4,581	21,088	18,977	0	69,021	0
Federal-Aid	53,142	2,737	13,029	3,383	2,801	16,389	14,803	0	50,405	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

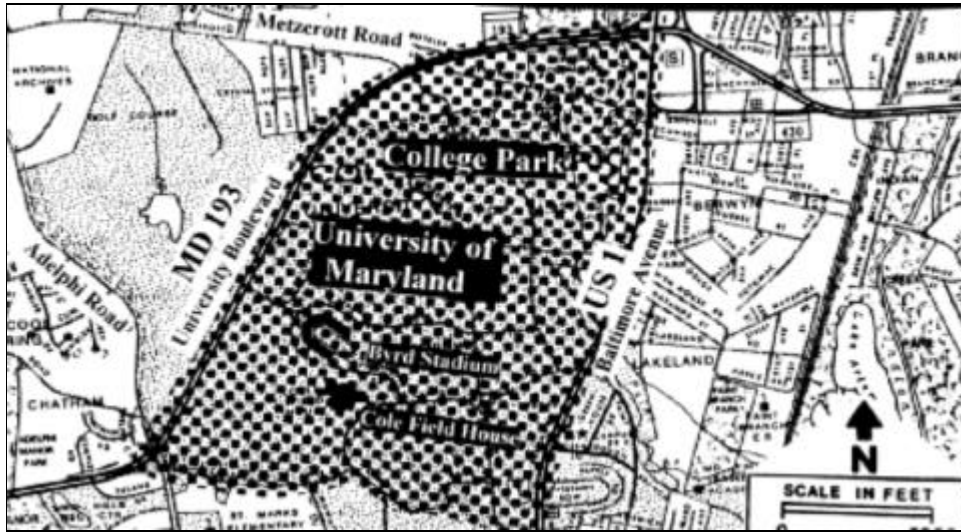
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - N/A

OPERATING COST IMPACT: N/A



PROJECT: University of Maryland Arena Replacement Access Improvements

DESCRIPTION: Infrastructure improvements and other preliminary work including construction of an access road, widening and other improvements to existing roads, additional surface parking lots and sidewalks, relocation of utilities and various structures, and other related inspection testing and design funds necessary to serve the new University of Maryland Arena.

JUSTIFICATION: This project will improve traffic operations and enhance safety at and around the University of Maryland at College Park and serve the new arena.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (D&E Program)
 US 1, Interchange at MD 212 (D&E Program)
 MD 201 Extended / US 1, I-95 / I-495 to MD 198 (D&E Program)

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	17,838	0	16,100	1,738	0	0	0	0	17,838	0	0
Total	17,838	0	16,100	1,738	0	0	0	0	17,838	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - N/A

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Year 2000 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Baltimore Avenue; Ammendale Road to Muirkirk Meadows Drive; resurface	168	Completed
2	MD 4	Pennsylvania Avenue; Anne Arundel County Line to Ritchie Marlboro Road; resurface	286	Completed
3	MD 4	Pennsylvania Avenue; Ramps at MD 223 and Ritchie Marlboro Road; resurface	133	Completed
4	MD 4	Pennsylvania Avenue; Anne Arundel County Line to US 301; patch and overlay southbound roadway	210	Completed
5	MD 4	Pennsylvania Avenue; Over Race Track Road; resurface northbound roadway	22	Completed
6	MD 4	Pennsylvania Avenue; Ritchie Marlboro Road to Dowerhouse Road; patch and overlay northbound roadway	645	Completed
7	I 95	At Park and Ride Facility at the I 95/I 495 interchange; resurface	165	Completed
8	I 95	Capital Beltway; Acceleration lane from Park and Ride Facility to Outer Loop; resurface and restripe	142	Completed
9	MD 193	Greenbelt Road; MD 201 to Southway; resurface	1,321	Completed
10	MD 193	Watkins Park Drive; Kevertton Drive to MD 202; resurface	3,745	Completed
11	MD 201	Kenilworth Avenue; Ramps at I 95; resurface	172	Completed
12	MD 210	Indian Head Highway; South of Old Fort Road to north of Kerby Hill Road; resurface southbound roadway	1,034	Completed
13	MD 223	Woodyard Road; Green Street to Rosaryville Road; overlay	78	Completed
14	MD 223	Piscataway Road; North of Delancey Street to Gwyndale Drive; resurface	331	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Year 2000 Completions (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
15	US 301	Crain Highway; Excalibur Road to Harbor Way; provide right turn lane and resurface	404	Completed
16	US 301	Crain Highway; Croom Road to Old Crain Highway; resurface northbound roadway	65	Completed
17	MD 381	Brandywine Road; Charles County Line to Eagle Harbor Road; resurface	275	Completed
18	MD 382	Croom Road; Croom Station Road to US 301; resurface	163	Completed
19	MD 430	Greenbelt Road; US 1 to MD 193; resurface	125	Completed
20	MD 564	11th Street; Chestnut Avenue to Normal School Road; overlay	145	Completed
21	MD 725	Marlboro Pike; Governor Oden Bowie Road to bridge 16010; resurface	11	Completed
<u>Neighborhood Conservation</u>				
22	US 1 ALT	Bladensburg Road; Phase I - District of Columbia Line to Anacostia River in Port Towns; streetscape	1,800	Completed
23	MD 202	Largo Road; Phase I - I 95 to MD 450 in Landover; streetscape	1,200	Completed
<u>C.H.A.R.T. Projects</u>				
24	US 50	John Hanson Highway; I 95 to US 301/MD 3; install closed circuit television cameras, roadway weather information systems, variable message signs, dynamic traveler alert signs and traffic detectors for advanced traffic management	1,000	Completed
25	I 95	Capital Beltway; MD 4 to I 495; install closed circuit television, variable message signs and traffic detectors for advanced traffic management system	1,000	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Year 2000 Completions (cont'd)</u>				
<u>C.H.A.R.T. Projects (cont'd)</u>				
26	I 95	Capital Beltway; Woodrow Wilson Bridge to Ritchie-Marlboro Road; install closed circuit television, variable message signs and traffic detectors for advanced traffic management	360	Completed
<u>Sidewalks</u>				
27	US 1	Baltimore Avenue; at Edgewood Road in College Park; retrofit sidewalks - 200 linear feet	10	Completed
28	MD 197	Laurel Bowie Road; Baltimore Washington Parkway Ramp to Muirkirk Road in Laurel; retrofit sidewalks - 920 linear feet	40	Completed
29	MD 410	East West Highway; MD 500 to US 1 in Hyattsville; retrofit sidewalks along eastbound roadway - 1,610 linear feet	44	Completed
30	MD 458	Silver Hill Road; MD 4 (Pennsylvania Avenue) to Marlboro Pike; retrofit sidewalks - 2,200 linear feet	45	Completed
31	MD 500	Queens Chapel Road; Various locations in Mount Rainier; retrofit sidewalks - 112 linear feet	28	Completed
32	MD 501	Chillum Road; MD 500 to MD 211 in Chillum; retrofit sidewalks - 2,365 linear feet	61	Completed
33	MD 650	New Hampshire Avenue; Dilston Road to Northampton Drive in Langley Park; retrofit sidewalks along southbound roadway - 1,800 linear feet	17	Completed
34	MD 650	New Hampshire Avenue; Metzert Road to Northampton Drive in Langley Park; retrofit sidewalks along northbound roadway - 1,490 linear feet	23	Completed
35	MD 650	New Hampshire Avenue; at MD 320 in Langley Park; retrofit sidewalks along southbound roadway - 630 linear feet	19	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002</u>				
<u>Resurface/Rehabilitate</u>				
36	MD 4	Pennsylvania Avenue; District of Columbia Line to 1000 feet east of Walters Lane; resurface	5,124	FY 2002
37	MD 4	Pennsylvania Avenue; 1000 feet east of Walters Lane to I 95 (Capital Beltway); resurface	1,834	FY 2001
38	I 95	Capital Beltway; D'Arcy Road to US 50; resurface	11,000	FY 2002
39	I 95	Capital Beltway; MD 5 to Darcy Road; resurface	9,280	Under construction
40	I 95	MD 212 to Brooklyn Bridge Road; resurface	8,108	Under construction
41	MD 201	Kenilworth Avenue; Pontiac Street to I 95 (including ramps at MD 193); resurface	1,498	Completed
42	MD 202	Largo Road; Over I 95; resurface	20	FY 2001
43	MD 210	Indian Head Highway; South of Old Fort Road to north of Aragona Boulevard; resurface northbound roadway	627	Completed
44	MD 212	Powder Mill Road; US 1 to I 95; patching	18	Under construction
45	MD 214	Central Avenue; At St. Michaels Drive; resurface (Note: Project schedule is dependent upon developer.)	16	FY 2001
46	US 301	Crain Highway; North of weigh station to MD 214; resurface	348	FY 2001
47	MD 450	Annapolis Road; US 1 Alternate to MD 202; resurface	227	FY 2001
48	MD 725	Old Marlboro Pike; Bridge 16009 to Main Street; resurface	45	FY 2002
49	MD 725	Old Marlboro Pike; John Rodgers Boulevard to Elm Street; resurface	2,500	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
50	MD 4	Pennsylvania Avenue; Bridges 1610003 and 1610004 over Western Branch; bridge rehabilitation	4,724	Under construction
51	CO 14	Cherry Hill Road; Bridges 16044, 16132 and 16175 over I 95 and the Capital Beltway; bridge widening (Note: Cost shown represents SHA share of project costs for construction.)	700	FY 2002
52	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	10,000	FY 2002
53	MD 202	Largo Road; Bridge 16106 on MD 202 ramp over US 50; bridge deck replacement	1,601	Under construction
54	MD 208	38th Street; Bridge 16033 over CSX Transportation; bridge deck replacement	1,363	Completed
<u>Safety/Spot Improvement</u>				
55	US 1	Baltimore Avenue; at Muirkirk Meadows Drive; provide northbound left turn lane	635	Under construction
56	MD 5	Branch Avenue; at Surratts Road; provide additional thru lane northbound	1,500	FY 2002
57	I 95	Capital Beltway; at Inner Loop ramp to westbound MD 214; dualize existing ramp and signalization	650	Under construction
58	MD 193	Greenbelt Road; at Cherrywood Lane and 60th Avenue; widen to provide double left turn lanes eastbound	107	FY 2002
59	MD 193	Enterprise Road; at MD 953; geometric improvements	200	FY 2002
60	MD 201	Kenilworth Avenue; Cherrywood Lane to Sunnyside Avenue; widening (Project to be done by U.S.D.A.)	0	FY 2001
61	MD 212	Riggs Road; at MD 410; provide double left turn lanes southbound and adjust signal phasing	429	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
		<u>Fiscal Years 2001 and 2002 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
62	MD 650	New Hampshire Avenue; at Quebec Street; provide left turn lanes	260	FY 2002
		<u>Neighborhood Conservation</u>		
63	US 1	Baltimore Avenue; Farragut Avenue to Hamilton Avenue in Hyattsville; urban street reconstruct (Project schedule is dependent upon the City.)	680	FY 2001
64	US 1	Baltimore Avenue; Contee Road to Oak Street in Laurel; urban street reconstruct (Funded for preliminary engineering only)	300	PE Underway
65	US 1	Baltimore Avenue; Oak Street to MD 198 in Laurel; intersection improvements and streetscape	4,925	Under construction
66	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; urban street reconstruct (northbound) (Funded for preliminary engineering only)	353	PE Underway
67	US 1	Rhode Island Avenue; at 34th Street and Perry Street in Mt. Rainier; construct roundabout	1,300	Under construction
68	US 1	Baltimore Avenue; Hamilton Avenue to MD 410 in Hyattsville; urban street reconstruct (Funded for preliminary concept studies only)	57	Concepts Underway
69	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound) (Funded for preliminary engineering only)	470	PE Underway
70	MD 193	Greenbelt Road; US 1 to Mandan Road in Greenbelt; streetscape (Funded for preliminary concept studies only)	88	Concepts Underway
71	MD 193	University Boulevard; MD 195 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Montgomery County)	115	Concepts Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
72	MD 197	Laurel Bowie Road; MD 450 to Rustic Hill Drive; streetscape (Funded for preliminary concept studies only)	94	Concepts Underway
73	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape (Project schedule is dependent upon county.)	5,400	FY 2002
74	MD 210	Indian Head Highway; District of Columbia Line to MD 414 in Forest Heights; streetscape (Funded for preliminary concept studies only)	90	Concepts Underway
75	MD 450	Annapolis Road; St. Christopher's Church to the Ramada Conference Center in New Carrollton; streetscape (Funded for preliminary engineering only)	75	PE Underway
76	MD 450	Annapolis Road; Phase II - Anacostia River to MD 450 at MD 202 in Bladensburg; streetscape (Funded for preliminary concept studies only) (Project scope being developed.)	100	Concepts Underway
77	MD 459	Tuxedo Road; MD 201 (Kenilworth Avenue) to US 50 in Cheverly; streetscape (Funded for preliminary concept studies only)	50	Concepts Underway
78	MD 500	Queens Chapel Road; District of Columbia Line to MD 410 in Hyattsville; streetscape (Funded for preliminary concept studies only)	40	Concepts Underway
79	MD 650	New Hampshire Avenue; District of Columbia Line to MD 410 in Takoma Park; urban street reconstruct (Funded for preliminary concept studies only)	200	Concepts Underway
80	MD 704	Martin Luther King Jr. Highway; District of Columbia Line to Hill Road in Seat Pleasant; urban street reconstruction (Funded for preliminary concept studies only)	100	Concepts Underway
<u>Streetscapes and Minor Reconstruction</u>				
81	MD 201	Kenilworth Avenue; Edmonston Road to MD 410; streetscape	2,841	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>Streetscapes and Minor Reconstruction (cont'd)</u>				
82	MD 332	Central Avenue; Washington D.C. Line to Ventura Avenue; urban street reconstruct	1,863	Under construction
<u>Noise Barriers</u>				
83	US 50	John Hanson Highway; 500 feet west of MD 197 to 800 feet west of the Conrail Bridge in the southeast quadrant of the I 95 interchange; noise barrier along westbound roadway (Princeton Square and Ardmore)	3,832	FY 2002
84	I 95	Cherry Hill Road to 1,300 feet south of Cherry Hill Road; noise barrier along southbound roadway (Powder Mill Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	623	
85	I 95	Capital Beltway; East of CSX Railroad to 2,000 feet east of Rhode Island Avenue; noise barrier along inner loop (Hollywood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,183	
86	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	4,972	
87	I 95	Capital Beltway; Northwest quadrant of the I 95/I 495 interchange; noise barrier along outer loop (Knollwood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,191	
88	I 95	Capital Beltway; East of Auth Road (Inner and Outer Loops); noise barriers (Auto Village and Princeton/Andrews Manor)	1,920	FY 2001
<u>C.H.A.R.T. Projects</u>				
89		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

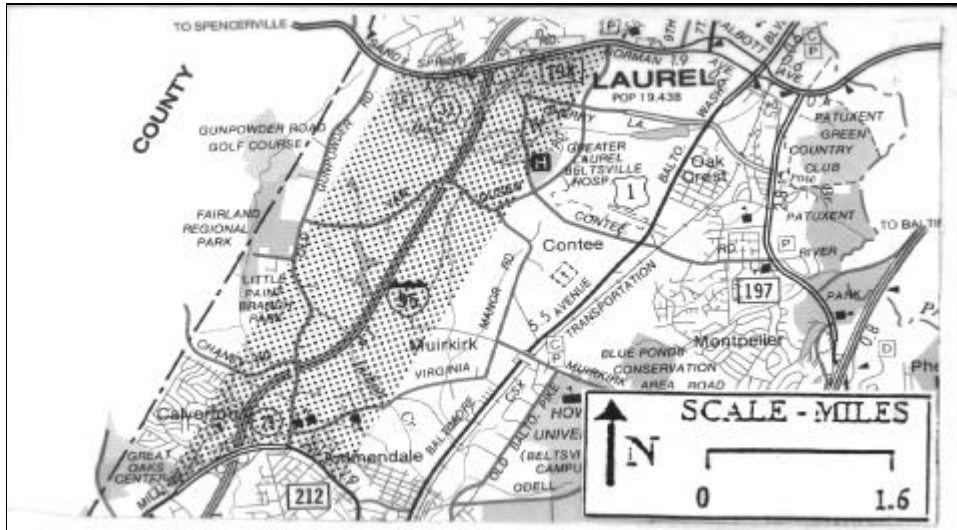
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
<u>Fiscal Years 2001 and 2002 (cont'd)</u>				
<u>C.H.A.R.T. Projects (cont'd)</u>				
90	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Prince George's, Howard and Baltimore Counties.)	944	Under construction
91	MD 295	Baltimore Washington Parkway; South of MD 202 to MD 175; install loop detectors for advanced traffic management system (Note: Cost for entire project shown in Anne Arundel and Prince George's Counties.)	554	Under construction
<u>Environmental Preservation</u>				
92		Various locations in Prince George's County; landscape	149	Under construction
<u>Commuter Action Improvements</u>				
93	MD 210	Indian Head Highway; at MD 373; construct ridesharing facility - 500 spaces (Project to be done by Prince George's County.)	2,949	FY 2001
<u>Sidewalks</u>				
94	MD 202	Largo Road; Bladensburg Elementary School to 55th Avenue in Bladensburg; retrofit sidewalks (eastbound)	40	FY 2001
95	MD 208	38th Street; CSX Bridge to US 1 in Brentwood; retrofit sidewalks - 700 linear feet	63	FY 2001
96	MD 332	Central Avenue; Ventura Avenue to Addison Road in Capital Heights; retrofit sidewalks	230	FY 2001
97	MD 410	East West Highway; at MD 500 in University Park; retrofit sidewalks - 500 linear feet	20	FY 2002
98	MD 450	Annapolis Road; 54th Street to the Baltimore Washington Parkway in Bladensburg; retrofit sidewalks along westbound roadway - 11,500 linear feet	124	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2000
		<u>Fiscal Years 2001 and 2002 (cont'd)</u>		
		<u>Sidewalks (cont'd)</u>		
99	MD 650	New Hampshire Avenue; at MD 193 in Langley Park; retrofit sidewalks	50	FY 2001
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
100		Bowie New Town Center Pedestrian Bridge - Construction of a pedestrian bridge and connecting trail system over MD 197 in the City of Bowie. Includes state funding for trail segments, traffic signal work, intersection improvements and improvements to address run off.	1,000	FY 2002
101		District Heights Trail - Construction of a trail to link the District Heights Elementary School, residential neighborhoods and recreational facilities within the City of District Heights.	556	FY 2002
		<u>Archaeological Planning & Research</u>		
102		Archeological Artifacts Cataloging/Preservation - Development of a database, cataloging and preservation of artifacts retrieved from the Oxon Hill Manor site.	33	FY 2001
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
103		Prince George's County Gateway Signs - Construction of twelve gateway monuments with landscaping and lighting at locations where motorist enter Maryland from Washington, D.C. and one at the Anne Arundel County Line on US 50.	182	FY 2002
		<u>Preservation of Abandoned Railway Corridors</u>		
104		Rhode Island Avenue Rail to Trail (Phase II) - Construction of a trail from Greenbelt Road to Berwyn House Road on the abandoned DC Transit trolley right-of-way within the City of College Park.	155	FY 2001
105		WB&A Rail to Trail - Conversion of WB&A Railroad Right-of-Way to Hiker/Biker/Equestrian Trail from MD 450 to Race Track Road.	1,714	Underway

**PROJECT:** I-95**DESCRIPTION:** Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated.**JUSTIFICATION:** This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95 / MD 198 interchange and provide access for proposed development east and west of I-95.**SMART GROWTH STATUS:**

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
 East / West Link Improvements (D&E Program)
 MD 201 Extended / US 1, I-95 / I-495 to MD 198 (D&E Program)
 MD 28/ MD 198, MD 97 to I-97 (D&E Program)

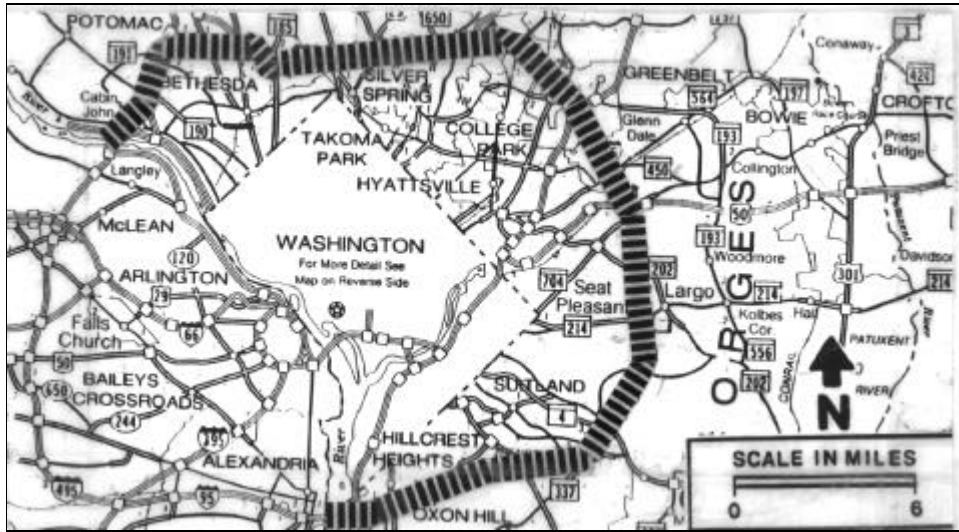
STATUS: Project Planning to restart during current fiscal year contingent upon developer agreement to pay for project planning. The preliminary engineering cost shown is SHA's share only.**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None.**Federal Funding By Year of Obligation**

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	1738	1737	IM
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	900	0	210	410	280	0	0	0	900	0
Engineering	4,966	0	0	0	0	2,483	2,483	0	4,966	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,866	0	210	410	280	2,483	2,483	0	5,866	0
Federal-Aid	4,106	0	147	287	196	1,738	1,738	0	4,106	0

FUNCTION :**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM :** Primary**DAILY TRAFFIC : (USAGE IMPACTS)****CURRENT (1999) -** 147,000**PROJECTED (2020) -** 217,700**OPERATING COST IMPACT:** N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 18
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-495 / I-95, Corridor Transportation Study

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes or other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95 / I-495, Interchange at Ritchie Marlboro Road (P.G. County - Construction Program)
 I-95 / I-495, Woodrow Wilson Bridge (P.G. County - Construction Program)
 MD 4, MD 223 to I-95 / I-495 (P.G. County - D&E Program)
 MD 5, US 301 at T.B. to north of I-95 / I-495 (P.G. County - D&E Program)
 I-495, ATMS Project (System Preservation Program)
 I-95 / I-495, Corridor Transportation Study (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2003.....	.....2004.....	.....2005.....	.....2006.....	BALANCE TO COMPLETE
Planning	6,225	2,946	1,200	1,579	500	0	0	0	3,279
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	6,225	2,946	1,200	1,579	500	0	0	0	3,279
Federal-Aid	4,357	2,062	840	1,105	350	0	0	0	2,295

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

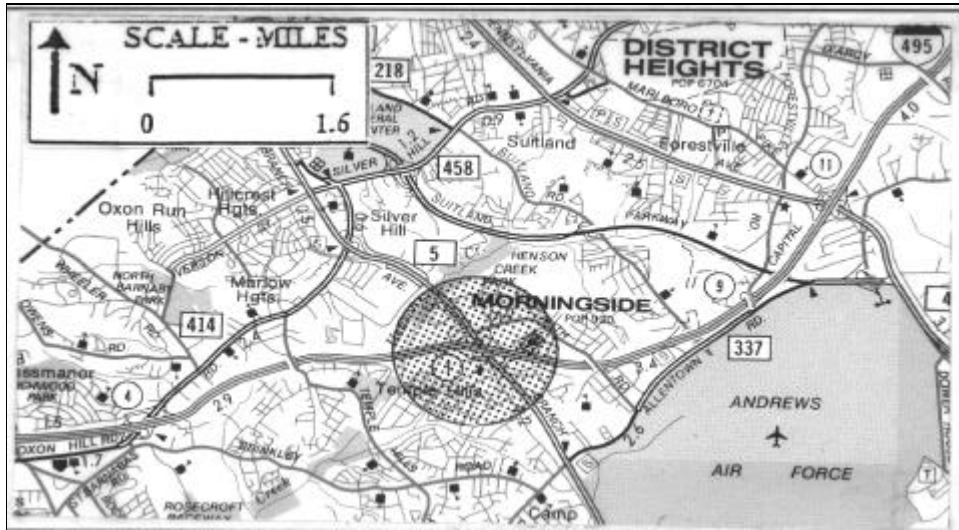
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 230,300

PROJECTED (2020) - 300,000

OPERATING COST IMPACT: N/A



PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Study to improve access from MD 5 (Branch Avenue) and I-95 / I-495 to the proposed Branch Avenue Metro Station. Pedestrian / bicycle facilities will be included as appropriate.

JUSTIFICATION: The proposed Branch Avenue Metro Station is expected to increase traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this study is to develop a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Green Line Extension Access Improvements (Construction Program)
 MD 5, US 301 at T.B. to north of I-95 / I-495 (D&E Program)
 I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	630	1260	910	0	0	CMAQ
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	749	716	33	0	0	0	0	0	0	33	0
Engineering	4,000	0	900	1,800	1,300	0	0	0	0	4,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,749	716	933	1,800	1,300	0	0	0	0	4,033	0
Federal-Aid	2,800	0	630	1,260	910	0	0	0	0	2,800	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

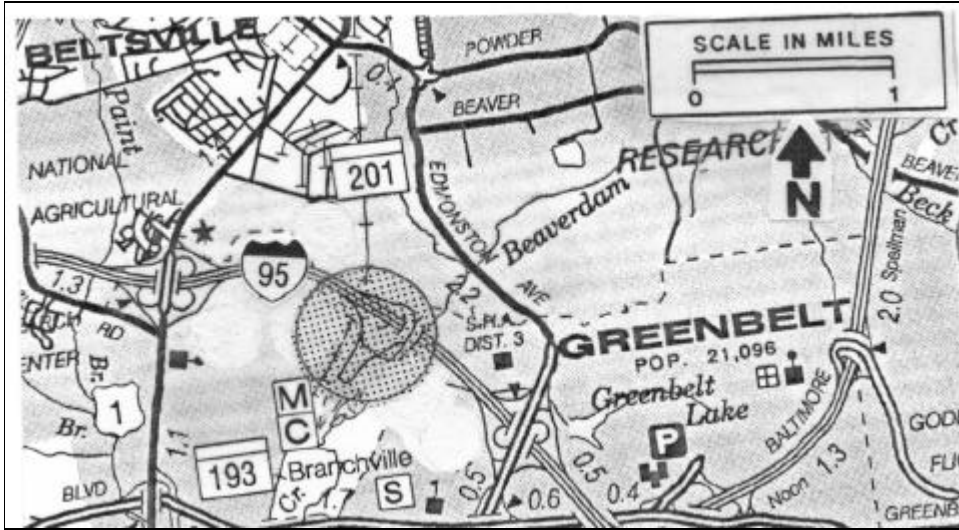
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 59,000 (MD 5)

PROJECTED (2020) - 100,000 (MD 5)

OPERATING COST IMPACT: N/A



PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Study to construct a full interchange along I-95 / I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95 / I-495 and provide access for proposed development in the vicinity of the Greenbelt Metro Station.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95 / I-495, Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	700	0	0	0	0	NHS
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,000	0	400	400	200	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	400	400	200	0	0	0	1,000	0
Federal-Aid	700	0	280	280	140	0	0	0	700	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

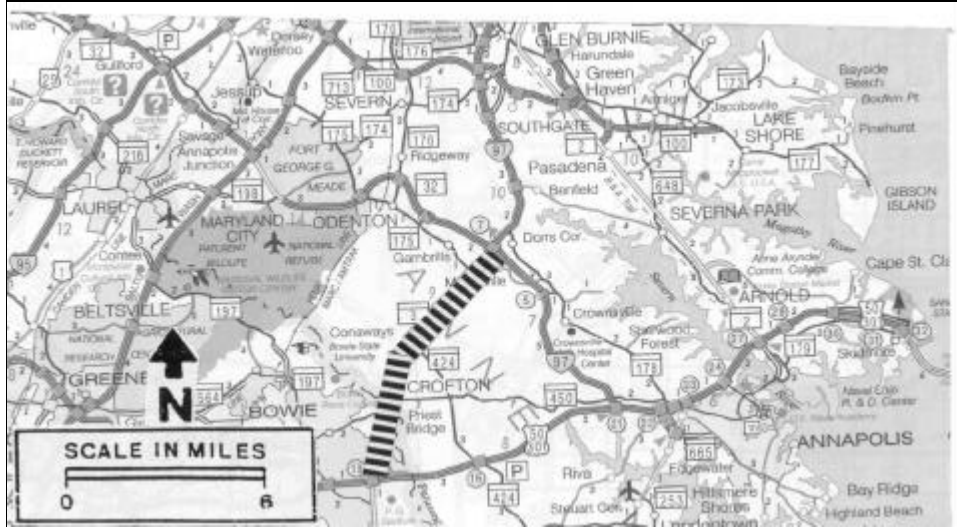
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 202,150

PROJECTED (2020) - 270,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve safety and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to west of MD 410 (Prince George's - Construction Program)
 US 301, South Corridor Transportation Study (Prince George's - D&E Program)
 US 301, North of Mount Oak Road to US 50 (Prince George's - D&E Program)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's - D&E Program)

STATUS: Project Planning to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	771	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	1,102	0	0	331	440	331	0	0	0	1,102	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,102	0	0	331	440	331	0	0	0	1,102	0
Federal-Aid	770	0	0	231	308	231	0	0	0	770	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

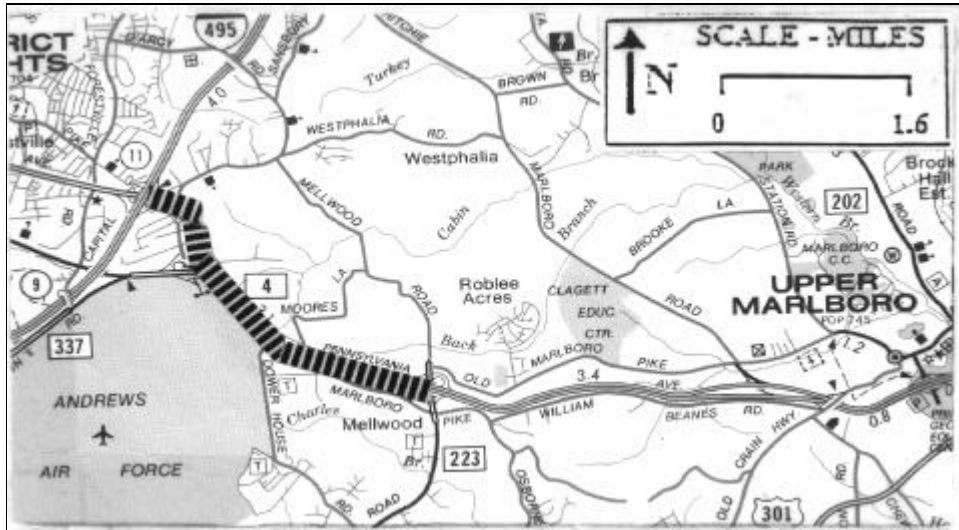
CURRENT (1999) - 52,500

PROJECTED (2020) - 109,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 22

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Study to upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95 / I-495 (Capital Beltway) (3.08 miles).

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will worsen with projected development in the immediate area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	1,610	1,610	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,610	1,610	0	0	0	0	0	0	0	0	0
Federal-Aid	1,127	1,127	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

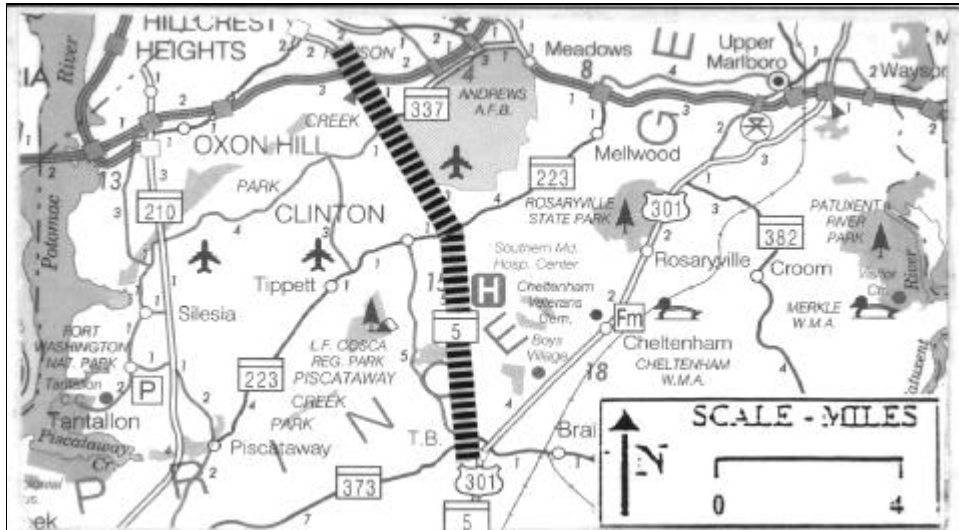
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 64,600

PROJECTED (2020) - 96,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 23
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade access controls and widen existing MD 5 to a 6 lane expressway from US 301 interchange at T.B. to north of I-95 / I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill / Earnshaw Drive are not funded in the current program.

JUSTIFICATION: Severe traffic congestion occurs during peak hours especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 5, Interchange at MD 373 and Brandywine Road Relocated (D&E Program)
 I-95 / I-495, Branch Avenue Metro Station Access Study (D&E Program)
 US 301 South Corridor Transportation Study (D&E Program)
 Intermodal Projects Implementation Program (TSO)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Planning funds shown are for performing environmental updates.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	327	317	10	0	0	0	0	0	0	10	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0	0
Right-of-way	8,373	8,373	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,419	10,409	10	0	0	0	0	0	0	10	0
Federal-Aid	6,531	6,531	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

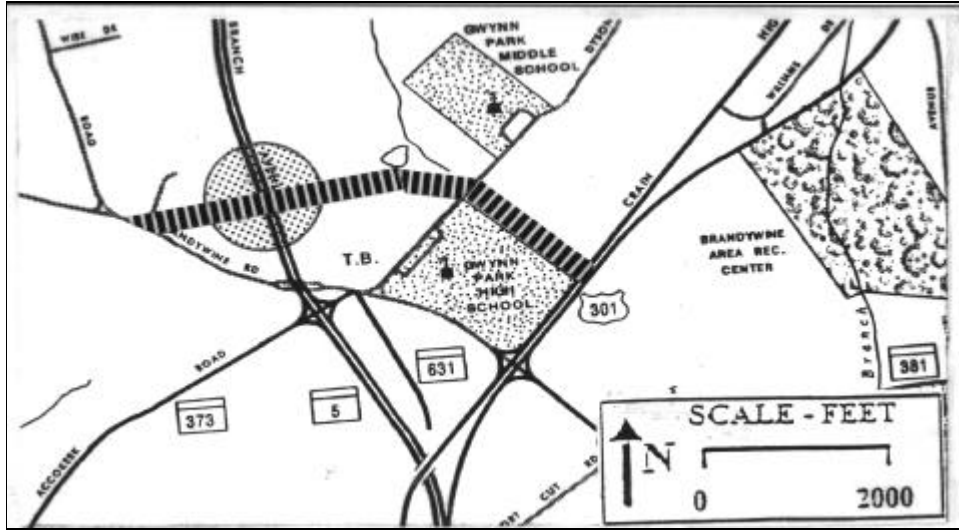
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 86,000

PROJECTED (2020) - 150,000

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will worsen as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95 / I-495 (D&E Program)
 US 301, South Corridor Transportation Study (D&E Program)
 Southern Maryland Mass Transportation Analysis (MTA)
 Intermodal Projects Implementation Program (TSO)

STATUS: Final Engineering on hold pending an alignment decision on the proposed Prince George's County Spine Road in the Brandywine area.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	562	562	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	562	562	0	0	0	0	0	0	0	0	0
Federal-Aid	393	393	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

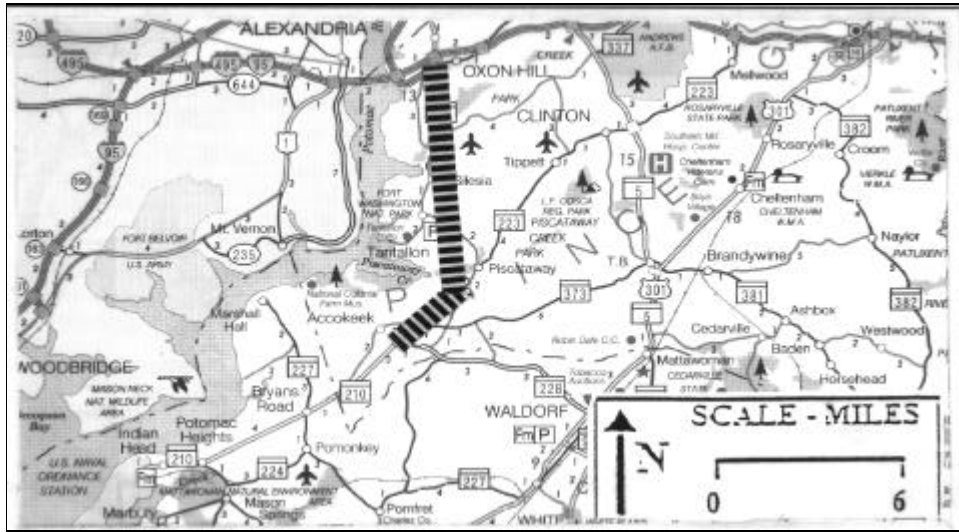
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 47,000

PROJECTED (2020) - 88,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95 / I-495 to MD 228.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-295 / I-495, National Harbor Access (Construction Program)
 MD 228, MD 210 to west of Mattawoman Creek (Construction Program)
 I-95 / I-495, Woodrow Wilson Bridge (Construction Program)
 I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,800	1,173	427	200	0	0	0	0	627	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,800	1,173	427	200	0	0	0	0	627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

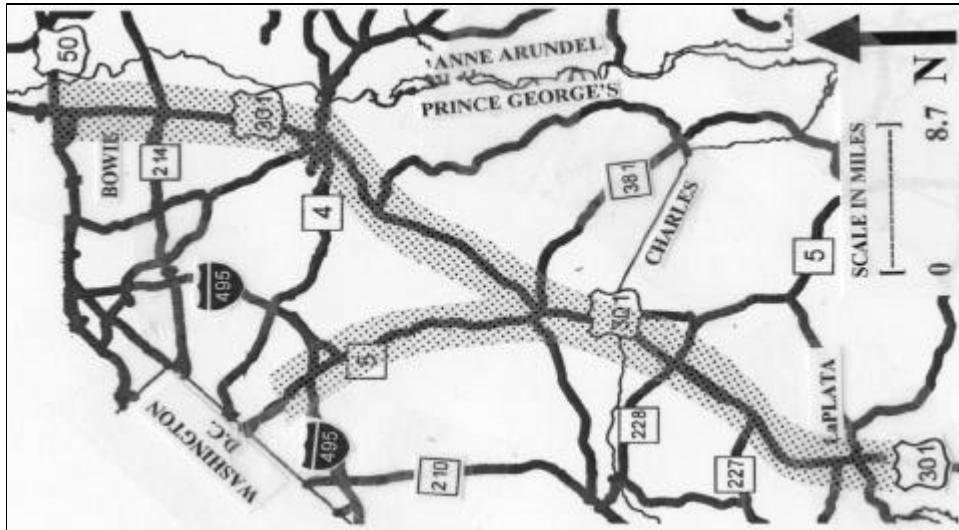
CURRENT (1999) - 69,000

PROJECTED (2020) - 94,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 26

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway / transit improvements South of LaPlata to US 301 / US 50 interchange in Bowie and to Branch Avenue Metro Station. Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short / long range transit alternatives. Bicycle and pedestrian access will be included in the study.

JUSTIFICATION: This study will address transportation needs and alternatives and related environmental and growth management issues.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Southern Maryland Mass Transportation Analysis (MTA)
 US 301 Intermodal Implementation (In TSO)

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning and Right-of-way corridor preservation underway, including planning for the Waldorf area.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Additional right-of-way funding for corridor preservation.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2003....	....2004....	....2005....	....2006....			
Planning	12,716	8,855	2,500	1,361	0	0	0	0	3,861		0
Engineering	0	0	0	0	0	0	0	0	0		0
Right-of-way	34,893	14,353	2,000	100	4,610	4,610	4,610	4,610	20,540		0
Construction	0	0	0	0	0	0	0	0	0		0
Total	47,609	23,208	4,500	1,461	4,610	4,610	4,610	4,610	24,401		0
Federal-Aid	8,235	5,532	1,750	953	0	0	0	0	2,703		0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

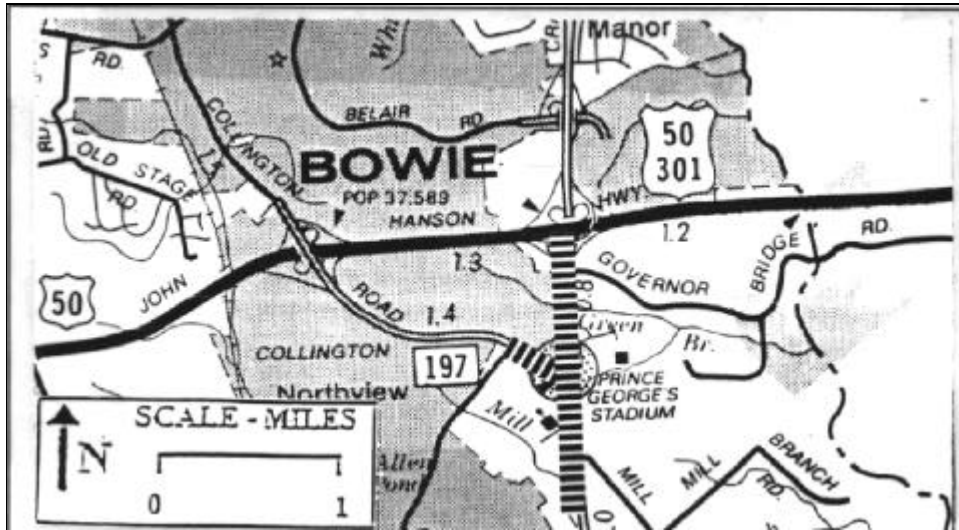
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 69,000

PROJECTED (2020) - 132,000

OPERATING COST IMPACT: N/A



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles).

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, east of US 301 to east of I-95 / I-495 (Construction Program)
 US 301 South Corridor Transportation Study (D&E Program)
 MD 3, US 50 to MD 32 (D&E Program)
 Intermodal Projects Implementation Program (TSO)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	917	115	402	400	0	0	0	0	802	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	917	115	402	400	0	0	0	0	802	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

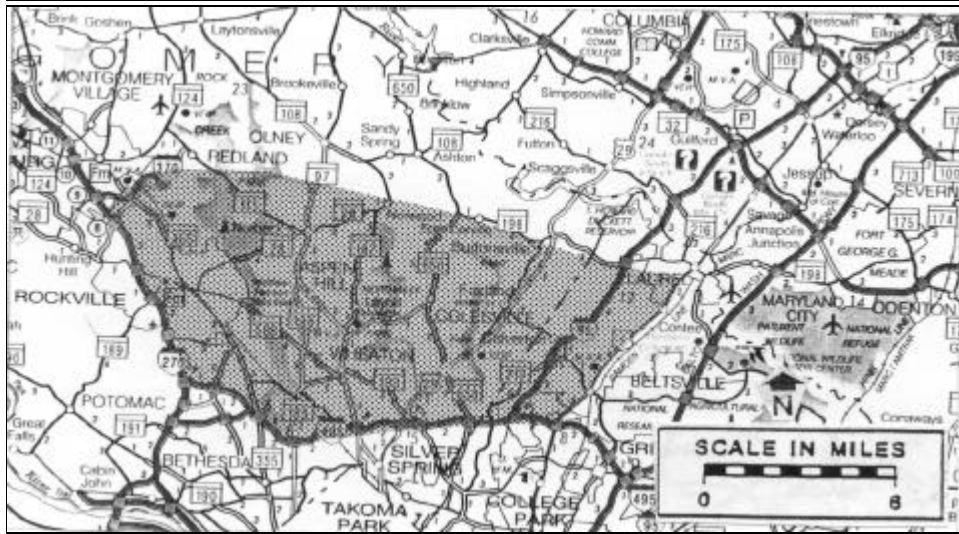
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 61,000

PROJECTED (2020) - 85,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 28
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: East-West Link Improvements

DESCRIPTION: Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1.

JUSTIFICATION: East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both counties.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Construction Program)
 I-95 / Contee Road Interchange (D&E Program)
 MD 201 Extended / US 1, I-95 / I-495 to Contee Road (D&E Program)
 US 29 Interchanges (Montgomery County - Construction and D&E Programs)
 MD 28/ MD 198, MD97 to I-95 (D&E Program)

STATUS: Project Planning to begin in FY03.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: This project was delayed from FY02 to FY03 awaiting the outcome of County studies.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	746	746	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Federal-Aid	1,492	0	0	0	746	746	0	0	1,492	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

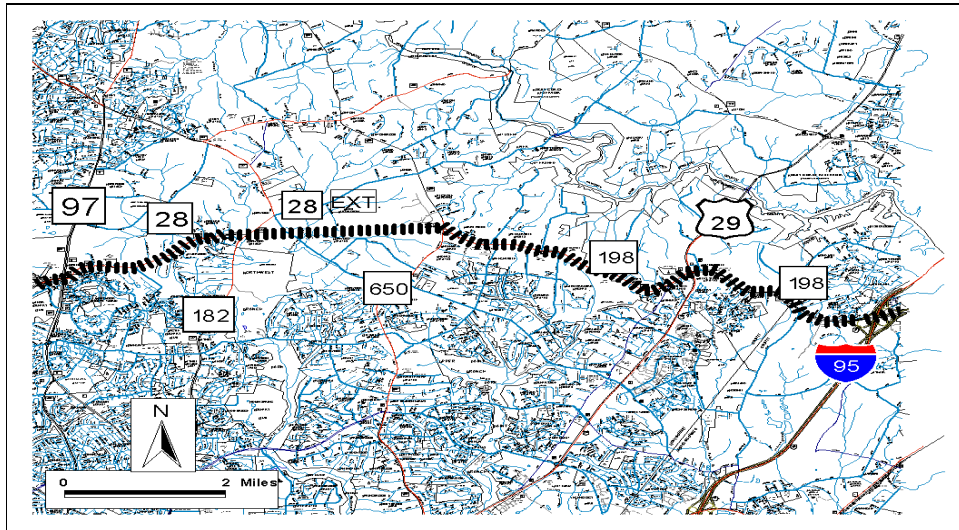
CURRENT (1999) - N/A

PROJECTED (2020) - 60,000 - 80,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 29

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28 (Norbeck Road) / MD 198 (Spencerville Road)

DESCRIPTION: Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.5 miles). Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: This project would accommodate travel in a safe and efficient manner along the MD 28 / MD 198 Corridor between MD 97 and the US 29 / I-95 Corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Link Improvements (D&E Program)
 East-West Intersection Improvement Program (Construction Program)
 I-95 / Contee Road Interchange (D&E Program)
 MD 201 Extended / US 1, I-95/I-495 to contee Road (D&E Program)
 US 29 Interchanges (Montgomery County - D&E and Construction Programs)
 MD 97 / MD 28 Interchange (D&E)

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....			
Planning	1,500	0	300	500	500	200	0	0	0	1,500	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	300	500	500	200	0	0	0	1,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

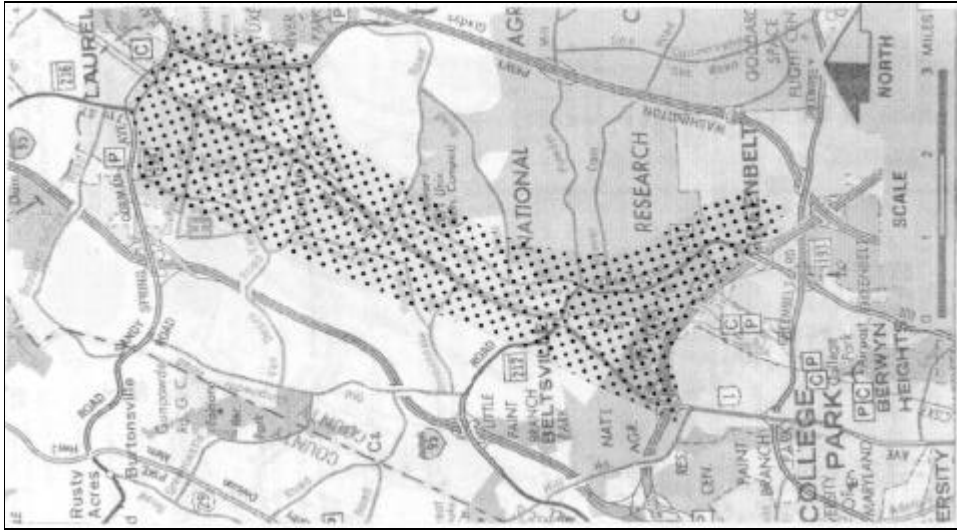
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 17,000 (MD28)
35,500 (MD198)

PROJECTED (2020) - 33,500 (MD 28)
46,000 (MD 198)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 30
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 201 Extended (Kenilworth Avenue) / US 1

DESCRIPTION: Study 4 - 6 lane divided highway from I-95 / I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange at MD 212 (Powder Mill Road).

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area.

SMART GROWTH STATUS:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
 University of Maryland Arena Replacement Access Improvements (Construction Program)
 East/West Link Improvements (D&E Program)
 US 1, College Avenue to Sunnyside Avenue (D&E Program)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)
 MD 212Rel, US 1 to I-95 (Construction Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The interchange project at US 1/ MD 212 was combined with this project.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2003.....	.....2004.....	.....2005.....	.....2006.....	BALANCE TO COMPLETE
Planning	2,966	1,247	1,080	639	0	0	0	0	1,719
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	2,966	1,247	1,080	639	0	0	0	0	1,719
Federal-Aid	1,994	791	756	447	0	0	0	0	1,203

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

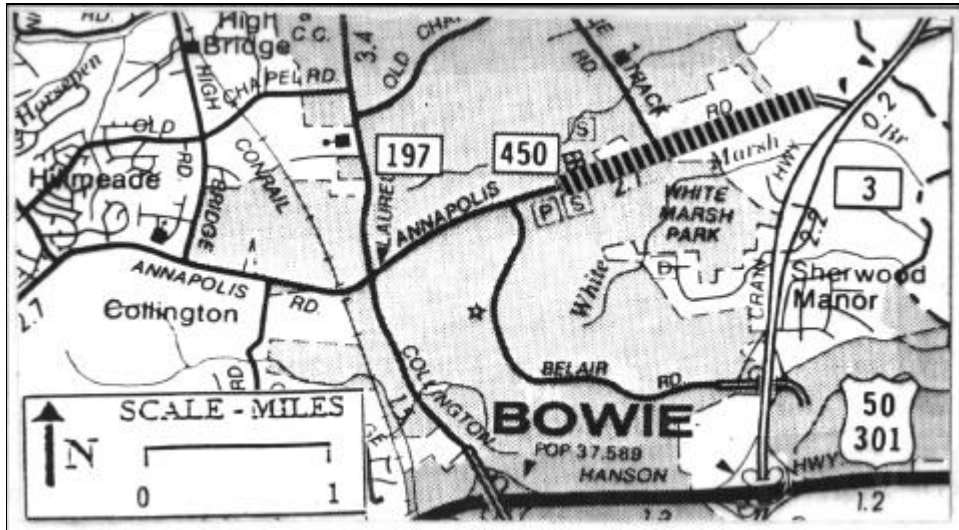
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 42,400

PROJECTED (2020) - 60,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 31
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 450, Annapolis Road

DESCRIPTION: Study to upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Wide curb lanes will accommodate bicycles. Sidewalks will be included as appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
 MD 450, MD 193 to Bell Station Road (Construction Program)
 MD 450, East of Whitfield Chapel Road to Seabrook Road (Construction Program)
 MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
 MD 3, US 50 to MD 32 (D&E Program)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,334	1,334	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

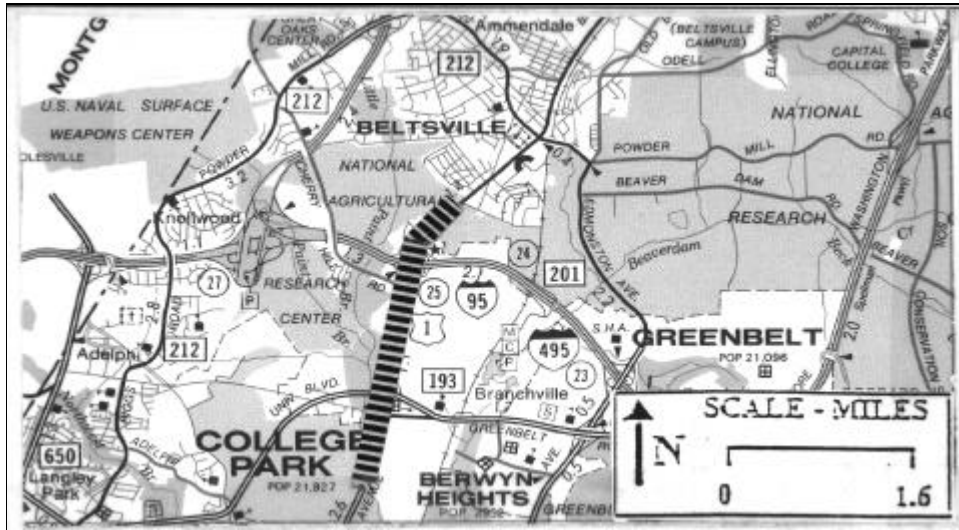
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 26,500

PROJECTED (2020) - 39,550

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 32
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included as appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate revitalization within College Park.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Construction Program)
University of Maryland Arena Replacement Access Improvements (Construction Program)
MD 201 Extended / US 1, I-95 / I-495 to MD 198 (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2003.....	.....2004.....	.....2005.....	.....2006.....		
Planning	753	364	289	100	0	0	0	0	389	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	753	364	289	100	0	0	0	0	389	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 53,000

PROJECTED (2020) - 81,000

OPERATING COST IMPACT: N/A